

STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

CITY OF GRANITE CITY,
an Illinois municipal corporation,

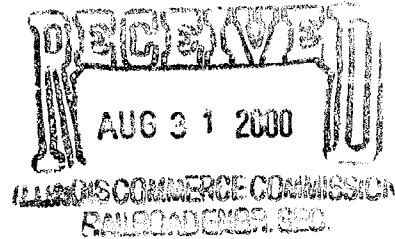
Petitioner,

v.

ILLINOIS DEPARTMENT OF
TRANSPORTATION, TERMINAL
RAILROAD ASSOCIATION OF ST.
LOUIS, GATEWAY EASTERN
RAILWAY COMPANY, NORFOLK
SOUTHERN RAILWAY COMPANY,
AND UNION PACIFIC RAILROAD,

Respondents,

Docket No. T00-0003



AFFIDAVIT OF JOSEPH JUNEAU

Joseph Juneau, being duly sworn, depose and states as follows:

Description of Affiant

1. Affiant is Joseph Juneau, partner and Vice President and Secretary with Juneau Associates, Inc., P.C. Consulting Engineers and Land Surveying. Attached hereto is JJ Exhibit 1, which is a true and accurate copy of Affiant's resume.

2. Affiant is familiar with the Petition filed by the City of Granite City (City) in this cause, and verified the Petition on behalf of the City. Affiant's firm serves as the City Engineer(s) for the City of Granite City, and in such capacity Affiant has been the liaison between the City and representatives of the Illinois Commerce Commission, Illinois Department of Transportation, railroads and others, in this matter.

3. As alleged in the Petition, there are enumerable benefits from the closure of the Pontoon Road railroad crossing and 22nd Street crossing. Before detailing the benefits of the closing

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the crossings, a better description of the crossings is warranted.

Description of Crossings

4. At the Pontoon Road crossing, moving from west to east are four sets of railroad tracks. The first set is owned by the Gateway Western Railway Company (Gateway) and Union Pacific Railroad Company (UP); each company owns 50% of the track. The second track is owned by Gateway Eastern. The third and fourth tracks are owned by the Norfolk Southern Railway Companies (Norfolk). The tracks at the Pontoon Road crossing have concrete surfaces with the exception of the Gateway/UP crossing which is asphalt and timber; automatic flashing light signals with gates and cantilevered signals make up the existing warning devices.

5. At 22nd Street, there exists the same track alignment and ownership as there is at the Pontoon Road crossing. There is also a switch yard owned by Norfolk at the 22nd Street crossing. All tracks have timber and asphalt crossing surfaces. Automatic flashing light signals with gates make up the existing warning devices at the crossing (except the switch yard does not have gates).

ADT; Accident History; Train Movements

6. The Pontoon Road crossing is in near proximity to one of the busiest intersections in the City of Granite City, approximately 210 feet \pm from the intersection of Pontoon Road and Illinois Route 203 (Nameoki Road to the east Norfolk track). The Average Daily Traffic (ADT) is 18,000 vehicles.

The 22nd Street crossing is largely used by truck traffic and local residential traffic. The 22nd Street crossing is in close proximity to two other crossings, namely the 19th Street Overpass which is approximately 0.37 miles \pm from the 22nd Street crossing, and the 25th Street crossing which is approximately 0.50 miles \pm from 22nd Street crossing.

7. There have been a number of accidents and fatalities at the Pontoon Road crossing

over the years. According to the Illinois Commerce Commission Crossing Inventory and Statistical Information Reports, there have been a total of 22 accidents since 1973, with 7 fatalities, at the Pontoon Road crossing. At the 22nd Street crossing, there have been approximately 14 accidents, including 1 fatality, in the past 32 years. In addition, based on City Police reports I have reviewed, there have been many vehicular accidents not involving trains at the crossing which are due, in part, to the existence of the crossing.

8. The number of daily train movements are as follows: across the Gateway/UP and Gateway tracks, anywhere from 23 to 31 trains, four to seven of which are passenger trains. The same number of trains cross 22nd Street at these tracks. There are at least 18 trains that use the Norfolk tracks at both crossings. In addition, the Norfolk switch yards account for numerous train movements per day. The train movement information came from railroad representatives.

Description of Project

9. A conceptual layout of the Pontoon Road crossing is shown on JJ Exhibit 2. The conceptual layout depicts the proposed overpass, areas of roadway improvements, location of proposed signals, as well as a connector roadway. A four-lane overpass is planned with pedestrian sidewalks on both sides. The roadway improvements involve North Street, Amos Avenue, and the connector roadway(s) from Old Alton Road to Briarhaven Drive which will circumvent the Melrose subdivision and the extension of Briarmoor Lane to Century Drive which will provide secondary access to the Briarcliff subdivision. Fully activated traffic signals would be installed at Nameoki Road (Illinois Route 203) and North Street, Pontoon Road and at Briarhaven Drive/connector road, and North Street and Pontoon Road.

10. The proposed crossing closing is consistent with the Chicago - St. Louis High Speed Rail Study Grade Crossing Safety Analysis (High Speed Rail Study) prepared for the Illinois

Department of Transportation in October 1993. Specifically, with respect to the Pontoon Road crossing, it is deemed a “very high ADT”, and the “crossing is primary access to SR 3 for an urban residential and business area”.

11. For 22nd Street, attached is JJ Exhibit 3 which provides for a conceptual layout of the proposed crossing. What is being contemplated is the closure of the 22nd Street as indicated and rerouting of the truck traffic along the proposed Century Drive extension to 20th Street. The rerouting along Century Drive will result in said truck traffic not traveling through certain residential areas. In addition, traffic at the Century Drive extension will cross the Norfolk switch yard lead track, and traffic along 20th Street can also cross the switch yard lead track at the same crossing. Norfolk and UP will need to dedicate a sufficient right-of-way or permanent roadway easement to construct the connector roadway between 22nd Street and 20th Street. (Century Drive extension).

12. The High Speed Rail Study also indicates the 22nd Street has a “high ADT with a large percentage likely to be trucks”. It also notes the crossing is “duplicate access to Granite City from an industrial and residential area” and that its closure is justified by reason of access to 25th Street, subject to certain improvements to the 25th Street crossing.

13. The overpass project and roadway improvements outlined above are only “concepts”. These concepts will be redefined in the context of the initial phase of the work, described below.

Description of Funding

14. The funding request to initiate the project is estimated to be \$3.3 million. The description of the work involved and the breakdown of the funding request is provided on JJ Exhibit 4. The work involved is generally described as soil boring and analyses, real estate appraisals, plat and legal description preparations, and feasibility and design studies. Design engineering is also involved. The costing methodology was developed consistent with good engineering practices.

Assuming the Illinois Commerce Commission authorizes the funding request to initiate the project, it is estimated the work as identified will take 18 months to complete.

15. The City of Granite City is requesting that the aforesaid initial funding come from the Grade Crossing Protection Fund. Affiant believes all parties to this proceeding, including representatives for the Illinois Commerce Commission Staff, support the initial phase allocation and the initial phase project work.

Benefits From Closure of Crossings

16. As alleged in the Petition, the City believes there are significant benefits to the closing of the Pontoon Road and 22nd Street crossings.

In the City's judgment, these benefits are mostly in the form of enhancing the public safety and welfare. The Pontoon Road crossing has involved a significant number of accidents, including many fatalities, over the years. The increased vehicular traffic expected, as well as the increased train traffic expected, will only serve to increase the risk of further train/vehicle accidents and fatalities.

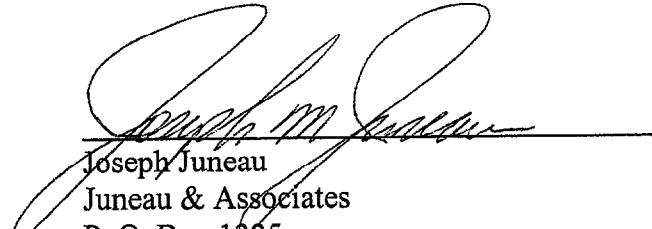
Additionally, as demonstrated in the affidavit of Mr. Keith Talley, the response time for emergency vehicles substantially increases when they are required to circumvent the Pontoon Road crossing due to train movement activity. It is imperative from a public safety standpoint that emergency vehicles be able to access a fire or accident scene as soon as possible. The sometimes closure of Pontoon Road due to train activity or movement places in peril persons and property when emergency vehicles are required to travel greater distances in order to access the accident scene.

Finally, the Pontoon Road/Illinois Route 203 intersection which is in near proximity to the crossing, is one of the City's busiest intersections. The continuous flow of traffic is often impeded by virtue of the crossing being closed. Public convenience would be significantly enhanced by an

overpass.

With respect to 22nd Street, due to the near proximity of alternate crossings, there is no demonstrable need for this crossing once a connector roadway to 20th Street is constructed. Additionally, there has been a history of train/vehicle accidents and a fatality as indicated above. Furthermore, as proposed by the City, the dedicated right-of-way as proposed would facilitate truck traffic away from residential areas.

Further affiant sayeth not.


Joseph Juneau
Juneau & Associates
P. O. Box 1325
Granite City, IL 62040
(618) 877-1400

SUBSCRIBED AND SWORN to me, a Notary Public, on this 2nd day of
August, 2000.




NOTARY PUBLIC

27068

NAME: Joseph M. Juneau

PLACE OF EMPLOYMENT: Juneau Associates, Inc., P.C.
Consulting Engineers and Land Surveying

BUSINESS ADDRESS: 2100 State Street
Granite City, IL 62040
-and-
200 University Park Drive, Suite 280
Edwardsville, IL 62025

POSITION WITH FIRM: Partner, Vice-President and Secretary

EDUCATION: Bachelor of Science Degree in Civil Engineering
University of Missouri at Columbia
Graduated in December 1982

Continuing Education Courses and Seminars:

Operation of Wastewater Treatment Plans, Vol. 1	1/83
Marls North Finding	3/84
Improving the Accuracy of Field Measurements	11/88
Illinois Real Estate Commission	2/91
Real Estate Appraisal	5/91
IDOT Documentation	3/91
Marls Minimum Standards Workshop	5/94
Marls Practical Analysis and Adjustments of Survey Measurements	5/95
The Surveyor and the Law	3/96
Basic Concepts of Metes and Bounds Surveys	5/97
Subdivisions and Riparian Boundaries	5/97
Marls Meeting the Needs of the New Millennium	8/98
Marls Preparing for Trial Depositions	11/98

PROFESSIONAL
LICENSE/REGISTRATIONS:

<u>Type</u>	<u>Number</u>	<u>Status</u>
Professional Land Surveyor	IL 35-2947	Active
	MO LS-2325	Active
Illinois Real Estate Salesperson	IL 09-IL-09105145	Inactive
Accredited Illinois Land Surveyor by the Illinois Professional Land Surveyors Association		1998-1999

CIVIL AND PROFESSIONAL
AFFILIATIONS:

- Illinois Professional Land Surveys Association (IPLSA)
President, Southwest Chapter, 1993
- Missouri Association of Registered Land Surveyors (MARL)
- Tri-City Area Chamber of Commerce
President, 1996-1997
- Granite City Rotary Club
President, 1993-1994
Paul Harris Fellow
- Junior Achievement
Current Chairman of Junior Achievement of Granite City
- YMCA of Granite City
Board of Directors
- St. Elizabeth's Medical Center
Advisory Board Member

EMPLOYMENT:

Since graduation from college in 1982, I have been employed with Juneau Associates, Inc. P.C.

NATURE OF PRACTICE:

- Juneau Associates, Inc., P.C. is a consulting engineering and land surveying company.
- Juneau Associates, Inc. started as a branch office of another consulting firm, incorporating in July 1980.
- Juneau Associates, Inc. provides professional engineering, land surveying and construction management services for both public and private sectors.
- Juneau Associates, Inc. has an engineering staff of 34 individuals with professional qualifications and expertise in the fields of civil engineering and land surveying.
- Juneau Associates, Inc., P.C. is a registered professional corporation in the states of Illinois and Missouri

PREVIOUS EXPERIENCE
AS EXPERT WITNESS:

Client: Brown Railroad Equipment, Inc.
Case: Brown v. Cuvár – Boundary Dispute
Date: November 17, 1994

Client: City of Granite City
Case: Incorporation of a village to be known
as The Village of Mitchell, Madison County,
Illinois No. 98-MR-384
Date: December 11, 1998

**RELATIONSHIP TO
PARTIES IN CASE:**

City of Granite City – Juneau Associates, Inc., P.C. has been retained by the City of Granite City as City engineer's since 1993.

Our firm has represented numerous local municipalities and individuals including, but not limited to:

- City of Edwardsville
- City of Madison
- City of Venice
- Village of Bethalto
- Village of Glen Carbon
- Village of Maryville
- Mitchell Public Water District
- Pontoon Beach Public Water District
- Illinois Department of Transportation
- Capitol Development Board
- Madison County